TRANSPORTATION STATEMENT
Scope of Work

This study shall be coordinated with all City of Rockville guidelines for such studies and their requirements. Attached is the Rockville City The Standard Traffic Methodology, Technical Guidelines which shall be used as a guide for this statement. All of these requirements and considerations shall be included in the scope of this statement but shall not be construed as the only requirements pertaining. The Transportation Statement should reflect the developer s application; therefore, each time the developer presents plan modifications, additional or detailed information, a need may arise for additional traffic/transportation analysis and a subsequent revision of the Transportation Statement. The traffic engineer consultant or the person in charge of preparing this document shall meet with the City of Rockville personnel and the applicant s site development staff prior to the commencement of this work.

I. PURPOSE:

The Purpose of this Transportation Statement is to:

1. Analyze and document access and circulation by all modes of transportation to and within the site and in the abutting streets; and

2. To make recommendations that address hazardous and/or inadequate operational conditions affecting users of the site and the immediate surrounding area (i.e., access street(s)).

II. SCOPE:

A. The study effort shall identify and propose specific improvements to the site that can positively contribute to resolving safety and traffic circulation issues.

B. The applicant is expected to monitor and document traffic conditions in the immediate vicinity of the site as part of the project s data collection effort.

C. A report containing information achieving the purpose set out above shall be submitted. The final format for the report shall be five (5) hard copies and one (1) digital (MS Word and/or PDF format) on a computer disk. At a minimum, the final report shall include the following information:

1. Obtain background information on the existing and proposed site:

a. Site Plans (i.e., existing and proposed);

b. Existing and projected densities;

c. Existing and projected employees;

d. Existing and projected numbers of buses, bus routes, and schedules;

e. Existing and projected service areas; and

f. Existing and projected walking area boundaries and paths.

2. Inventory study area transportation facilities:

   a. Existing and planned on-street parking;

   b. Existing and planned sidewalk and bikeway system;

   c. Existing and planned bus stops and whether they are provided with benches and shelters;

   d. Existing and planned intersection and other relevant traffic control at the access driveway(s); and

   e. Existing and planned streetlights.

3. Obtain, review, and determine status/timing of subdivision and roadway plans of abutting properties and roadways.

4. Determine peak hour for site vehicular traffic volumes (turning movements) at the access driveway(s) for both existing and proposed site scenarios. Project site traffic and separate by buses, trucks and small passenger vehicles as applicable.

5. Determine walking routes and project pedestrian volumes at expected crossing locations.

6. Evaluate safety, capacity, and adequacy of design and location of site access driveways and design of directly adjacent public streets to accommodate buses, trucks and small passenger vehicles.

   a. Adequacy of number of roadway lanes, widths, left or right turn lane lengths, deceleration and acceleration needs, particularly addressing heavy vehicle turning geometry needs where applicable;

   b. Adequacy of sight distance at driveways;

c. Conflicts with on-street residential parking needs;

d. Adequacy of intersection traffic control at access driveways;

e. Adequacy of street lighting for both vehicular and pedestrian traffic; and

f. Adequacy of pedestrian and bikeway facilities serving the site. Detail for pedestrian and bicycle traffic. How do the walkers/transit users and bikers get to the site? Where do they cross the roads? Do they cut through yards or stick to the walks? Are the existing walks sufficient?

7. Identify improvements needed based on analysis in 6 above.

8. Physical improvements to roadways in study area — widening, additional lanes, new links, channelization, vertical or horizontal curve adjustments etc.

   a. Traffic control devices including traffic signals, other intersection control, etc. A signal warrant study may be required.

   b. Crosswalk locations and needed traffic control devices (hazard identification beacons, signs, markings, raised crosswalks, etc).

   c. Additional sidewalks or bikeways.

   d. Additional streetlights.

9. Evaluate site circulation, loading/unloading areas and parking proposal, using the following considerations and other design standards.

   a. A detailed study of internal vehicular and pedestrian circulation including the operation of parking and drop-off areas.

   b. Identify the potential truck circulation patterns and all areas designated for loading/unloading (including garbage collection and small deliveries). Address any potential/perceived hazardous conditions, conflicts with other modes (e.g., pedestrians, passenger vehicles, etc) and any geometric design limitations (e.g., minimum turning radius, minimum height clearance, etc.).

   c. Parking demand/capacity analysis including the adjacent areas to the site, which could be affected.

   d. Delineation of the site anticipated parking program including:

d.1. Detail of policy for restricted parking. How are the spaces designated, or reserved? Are they assigned or paid for? What are the hours and patterns of use?

d.2. Detail for expected patterns of visitor and drop-off use? How many and at what times?

d.3. Detail for bus traffic. How many buses are expected? At what times of day do they come and go? Plans for avoiding traffic conflicts with buses.

e. As part of the mitigation measure, the need to study the possible use of Traffic Claiming Devices may arise.

10. Recommend modifications as appropriate to site plan to provide safe and efficient circulation and parking, for all transportation modes and types of activities (e.g., loading/unloading, parking).